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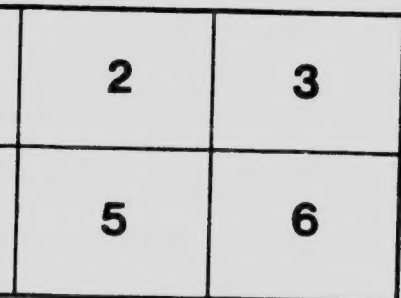
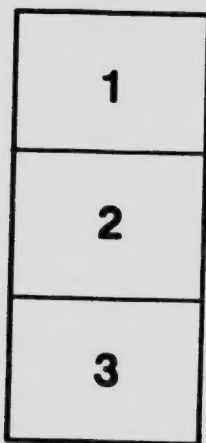
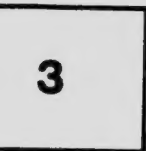
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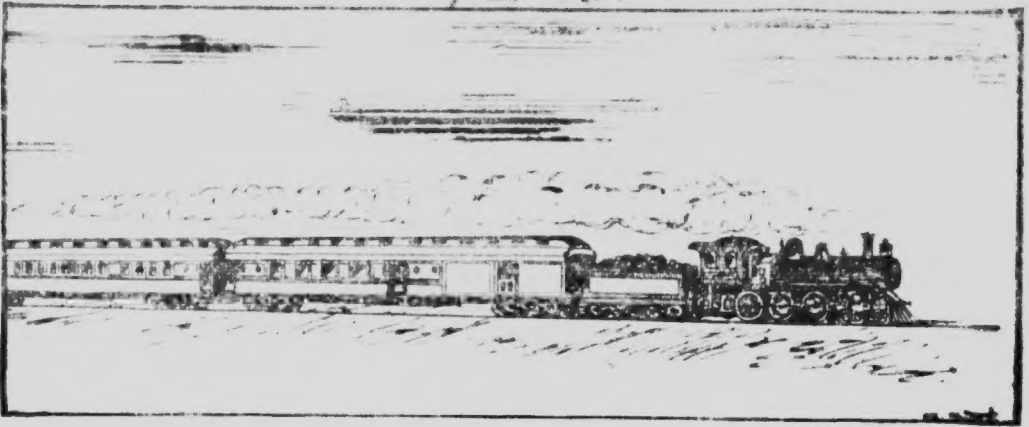
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THE GRAND TRUNK PACIFIC RAILWAY.

Pointed Paragraphs From Parliamentary Speeches Upon the New Transcontinental Line.

Mr. Frank Oliver (Alberta).

I believe that Canada's further national development and welfare demands a second transcontinental railway. I believe that government ownership throughout of such a railway would be in the best interests of the country and people, both present and future. But as it has been shown that only one member of the cabinet, as it was, supported government ownership throughout, and as the feeling in parliament in its favor is confined to a few members on the Liberal side, to wait until belief in government ownership had grown sufficiently to ensure the building of a transcontinental railway as a government work, would mean leaving the Western country without a competing outlet, either east or west, too long for the good of either east or west. If we cannot get what we want, the next best thing is to get what we can, on the best terms we can. That being the case, I support the present arrangement.

BECAUSE it doubles the industrial and productive area of Canada.

BECAUSE it doubles opportunity for every man in Canada.

BECAUSE it offers the shortest and best all-Canadian line from tide water to tide water, summer and winter.

BECAUSE it is the only all-British railway across the continent under one management.

BECAUSE it is so situated as to be most secure from foreign invasion; giving depth, and therefore, strength to our country, to the advantage of both Canada and the empire.

BECAUSE it gives development and competition in transportation to 1,200 miles of grain-growing country in the West, as compared with 400 miles of such country developed by the Canadian Pacific Railway.

BECAUSE it develops vast coal fields on the Saskatchewan, Athabasca and Peace rivers, for the supply of fuel to the prairies.

BECAUSE it gives the most north-westerly part of the prairie region, which is furthest from the Atlantic, a short outlet to the Pacific.

BECAUSE it connects the railway system of Canada with 2,000 miles of steamboat navigation on the Athabasca, Peace, Laird and Mackenzie rivers, their great lakes and the Arctic ocean.

BECAUSE it develops mining and lumbering in northern British Columbia and provides facilities for profitable interchange of mutual necessities between the prairies and mountain regions of the far west.

BECAUSE it ensures a third railway outlet from and through the wheat fields to the lakes.

BECAUSE it develops a thousand miles of northern Ontario and Quebec, at present unknown and inaccessible.

BECAUSE it cuts nearly 200 miles off the present Intercolonial distance between Quebec and Canada's nearest winter port, St. John.

BECAUSE by government ownership and control of rates, with modern construction and adequate equipment, it provides an all-year-round outlet for western grain; and gives the merchants and manufacturers of eastern Canada profitable access to the market of the great West.

BECAUSE it does this without land grant, tax exemption or provincial or local aid of any kind.

BECAUSE it induces the investment of one hundred millions of British capital in Canada; and correspondingly interests the British public in Canada's welfare.

BECAUSE co-operation with the Grand Trunk Company secures effective, satisfactory and business-like operation; ensures fulfilment of all engagements, provides business from the start, and secures the government from payment on its guarantee.

BECAUSE by that co-operation all principal points in eastern Canada are put in direct connection with the west without extra cost.

BECAUSE it transfers the through-traffic interests of the Grand Trunk, from the Western States to Western Canada.

BECAUSE it provides against over-capitalization for effective government control of rates, and secures running rights to other roads throughout its whole length.

BECAUSE an Atlantic outlet for the Canadian Northern, and extension of the Intercolonial to the wheat fields, is provided for without a cent of additional public cost.

BECAUSE it gives maximum public control for a minimum public outlay, and absolute security for the financial responsibility assumed.

Sir Wilfrid Laurier.

What have we to-day under the existing system? As soon as the crop is harvested, from this month, September, until the crop is harvested and threshed, until the close of navigation there will be a rush to take the wheat from the wheat fields to the head of Lake Superior in order to store it there to ship it as soon as possible to the seaboard. This rush will last for one, two or three months, September, October and November, then the farmers will

have to wait from December, when navigation is closed, until next spring before they can again resume their shipments. That is an abnormal position for the people of the West, it is an abnormal position for the people of the East. It is abnormal for the people of the West in this, that the Canadian Pacific Railway and the Canadian Northern Railway, which has just come into operation, are not able to secure enough rolling stock to accommodate the shipments of wheat. It is obnoxious to the people of the East because for these three months they are starved of rolling stock and are told by the railway companies: We have transferred all our rolling stock to the West in order to transfer the crop to the head of Lake Superior. Therefore we have a condition which is abnormal and which is not satisfactory to the country, and we want, as far as we can, to relieve that condition of things and to make possible the transportation of wheat not only in the summer, but in winter as well.

I believe we shall be able to do a great deal for the manufacturers of Canada by the construction of that road, * * * because it will afford them a competing line with an existing road to take their goods to the West.

Hon. W. S. Fielding.

Adding all the various sums together—the present value of seven years' interest on the eastern section, first on the basis of \$25,000 per mile, which is the way the figures are made up; seven years' interest on the Quebec bridge represented by its present value; seven years' interest on the guarantee bonds in the mountain section represented by its present value; and then 25 per cent. addition for the cost of the eastern section to meet the views of my hon. friend from North Norfolk, and I reach this conclusion, as far as figures can prove anything: If we had a surplus of \$13,725,703—and we have it and more—and if, instead of investing that in the various purposes of government, if, instead of doing the various things which the House has authorized, if, instead of reducing the debt of the Dominion as we shall do during the present year—though I do not make any great boast of that—if, instead of applying this money in any of these ways, you take that sum and give it to a trust company or insurance company accustomed to dealing with annuities, to invest it at 3 per cent. per annum payable half-yearly, I undertake to say, on the authority of an actuary, that they could pay every cent of obligation we assume under that contract.

Now, sir, if we were to believe that this 2,000 miles and more of Canadian territory is a miserable, worthless and God-forsaken country; if we were to believe that such are the conditions prevailing in 2,500 miles across this Canada of ours, then hon. gentlemen opposite are right in opposing this measure. But, if on the other hand, we believe that this line will open up new districts valuable for agriculture, if we believe that it will open up valuable tracts of timber—more valuable to-day than ever before when we consider the fast diminishing forest areas of this continent—if we believe that it will open up rich mineral districts in Ontario, and Quebec, and through the mountains of British Columbia which are known to teem with mineral wealth; if we believe that it will bring into industrial use the vast water powers of this Dominion which become more and more valuable every day as science advances; if we believe that throughout this 2,000 miles of country we have a territory worth owning, then we must believe that this is a good scheme, and, sir, we are proud to proclaim ourselves as supporters of it.

Therefore, in the interest of Canada to-day, as well as in the future, it is well that we should let our friends across the border understand that whatever measure of independence of them we have now we shall maintain, and that we shall increase that measure of independence by the line that we are now

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proposing, and should the necessity arise, we shall not shrink from providing another.

Sir, we give them this contract, made in good faith, not with empty promoters, not with people who are irresponsible, but with men who are the most capable railway men in Canada, with men who have given every guarantee of good faith, with men who are prepared to back their undertaking in a manner no company ever did before.

We say we are prepared to go before the people to-day with this policy in the fullest confidence that it is a policy which has been wisely considered, that its provisions will stand investigation, that the cost to the country is not excessive, and that we firmly believe we will be able to give to the Dominion of Canada one of the greatest achievements in its history.

Hon. Chas. Fitzpatrick.

As a result of the construction of this railway we will open up for settlement enormous areas in New Brunswick, Quebec, Ontario, Manitoba, the North-West Territories and British Columbia, and by opening up these territories, by giving this country breadth as well as length, we will give an answer to those who have said that Canada is a mere fringe of habitable territory on the northern frontier of the United States of America.

The people have cried out for a railway and we have realized it is a real grievance they complain of.

Now, what we desire to do is to open up our hinterland and give breadth as well as length to Canada, to connect the various portions of this country together, not merely by bonds of iron and steel, which are always liable to the corroding effects of time, but to draw them together by a tie that time does not affect except to strengthen, and the force of which increases as years roll by, and as generation succeeds to generation we can each contribute to those bonds which are woven out of human flesh and blood. The hand stretched out to us from Western Canada we grasp in all amity and friendship, because we desire that their trade, that their affections, that their political sympathy, should turn towards the east rather than towards the south.

Sir William Mulock.

The occasion demands action. We have a tide of immigration flowing into Canada to-day exceeding that flowing into any other country in the world. Let this tide of immigration be checked and how many years will be lost before the movement can be started again? Now is the time to strike.

Canada to-day is a country of promise; and it is because it is a country of promise, because our outlook is so bright, we have been able to make such a satisfactory bargain. Now that we have the opportunity, let us clinch the bargain. Let us strike while the iron is hot, get the railway completed at the earliest moment, and give permanency to that prosperity and development which now so happily blesses this country.

Hon. William Paterson.

The commerce of this country, Mr. Speaker, is growing at such a marvellous rate that additional transportation facilities are urgently demanded. This is a fact which is patent to all.

Under this contract we secure magnificent ocean fleets on the Pacific, and magnificent ocean fleets on the Atlantic. We secure for the man in the West, as for the man in any part of this Dominion, a great working system which will be able to cope with an export rate from any far distant point in the North-West through to Liverpool an invaluable advantage to the people in cheapening through transportation.

Sir, in the first place, we get a Grand Trunk continental railway which will stretch from ocean to ocean, which will open up and develop fertile districts in New Brunswick, in five counties of Quebec on the south shore of the St. Lawrence, which will open up counties in northern Quebec and northern Ontario, the vast territory north of the Canadian Pacific Railway, the lands in Manitoba and the North-West Territories, and the mineral regions of British Columbia. That I mention as something we will get. Every province will benefit.

We are opening up and developing that country and we are giving the breadth and strength to this Dominion that it lacks at the present time.

We believe we have a country which under this scheme will not only have length but depth as well.

This road will run entirely through Canadian territory, and it will cause us to cease to be dependent, so far as its traffic is concerned, on the favor of the United States to secure an access to the Atlantic seaboard.

I believe in this expenditure to make us absolutely independent and unharmed, even if the United States should see fit to do away with the bonding privilege.

This railway will give the farmers of Manitoba and the North-West Territories railway competition, with its accompanying tendency of reduction in freight rates.

Millions have been lost to the farmers in past years in consequence of the lack of facilities to transport the grain to market.

I believe that the extra people to come into this country necessitated by the building of this railway, and the additional development that it will produce in the country, will be such that by the time this railway is built and ready for operation, it will pay to the customs all that we shall have to pay during the seven years that the government will have to bear the interest on the cost of the road.

By building and owning a road from Moncton to Winnipeg, the government will hold a lever which can be operated to the advantage of the producers in the West and the manufacturers of the East.

Hon. Clifford Sifton.

I take the position that it would be an act of folly, that it would be disastrous for the Parliament of Canada to lay down any principle contrary to the encouraging of railway construction in this country.

I am not in the habit of making predictions, and I am not generally very sanguine in matters of this kind, but I venture the statement—and time will

show whether my statement is correct or not—I venture the statement that the inauguration and carrying out of this enterprise will be the first step which will go towards placing the Intercolonial Railway on a paying basis and making it a good and a revenue-producing property.

Experience will show all over Canada and the United States that the railways that are doing the worst business, the railways that are the poorest, the railways that are prospering the least, are the railways that are alone.

We are not taking a leap in the dark. We are taking a leap exactly on the line and over the route suggested by the Halifax Board of Trade, by the business men that my hon. friend (the leader of the Conservative party, Mr. R. L. Borden), represents, on the exact route which they suggested, and which my hon. friend (Mr. Borden) not knowing and not supposing that the government did purpose to bring this policy down at this present session of parliament, brought to our attention, and practically endorsed some months ago.

Immediately to the south of the boundary line between Manitoba and the States of Minnesota and Dakota there are four or five of the finest railway systems in the world—the Burlington, the Chicago and North-western, the Northern Pacific, the Chicago, Milwaukee & St. Paul—strong, well-equipped, vigorous systems, thoroughly versed in everything that pertains to the management of the railway business on the prairies. They are only a few miles away from Manitoba and our prairie district in the North-West Territories; and do you expect that you are going to allow the traffic to be congested year after year, the grain to be held up, and the merchants to be left with their shelves empty, for lack of transportation facilities, and that these railway systems are not going to go in there and take this business to the south?

I will, however, say this, which I think will meet with the immediate assent of every member on this side of the House at least, and I hope of every member on the other side, that so far as the payment of the bonds at maturity is concerned, either upon the eastern section or upon the western section, we are perfectly satisfied that fifty years of development in Canada will make that railway worth a great deal more than the face value of the bonds.

The Grand Trunk Pacific Railway, on the contrary, will start with a magnificent system of connections, ready to open business the very day the road is finished. What does that mean? It is impossible for us to conceive the difference that will make in the volume of business which the railway company will do. Consider these facts. Consider the prospects of this railway, and ask if there is the slightest reason why any sane, reasonable man should think this company will fail in its obligations to the government.

Mr. John Charlton (North Norfolk).

In the meantime, population is pouring into the North-West, new acreage is being brought into cultivation; its prolific soil will furnish a large harvest every year, and at the time this road will be completed it will be a crying necessity. We have undertaken its construction none too soon. I estimate that five years from to-day with a continuance of the conditions that exist now, the grain products of the Canadian North-West will have increased at least threefold. The present means of transportation will prove utterly inadequate and this road will be imperatively called for.

This year the area in wheat amounted to 2,500,000 acres in Manitoba and 750,000 acres in the Territories, and we expect to reap from this land a crop of over 60,000,000 bushels.

As I have said, that country is absolutely dependent on railway communication. It has no natural outlet to the sea. For all the productions of that vast region of 250,000,000 acres of wheat land, we must provide transportation by rail, and if we are going to keep up with the procession, we must provide it pretty fast!

Mr. T. O. Davis (Saskatchewan).

The revenue of the people of the West last year was \$50,000,000, and the most of that \$50,000,000 was spent in your industries down here and went to pay your artisans, and Canada and Canadians got the benefit of it. Would any sane man advocate that all this Western trade should go south of the boundary line?

If we did not build this line and build it at once, the result would be that the Grand Trunk Railway or some other road would build from Chicago to the plains and all our Western trade would go through United States channels.

I have pointed out that we pay freight rates twice or three times as high as the freight rates that are paid in the East. . . . Do you mean to tell me that we can get immigrants to go into the country and to stay in it, while such a difference in freight rates exists?

Only last autumn the Canadian Pacific road was unable to take out all the stock we had in that country. Our ranchers had to drive the cattle 300 miles into the United States and there take advantage of the bonding powers to send the cattle through to an ocean port. And after they had driven them 300 miles over the prairie they saved \$3 a head on the cattle by doing that.

The only people that can build this road into the West and make it pay are the Grand Trunk Railway people. They are in touch with all the industries of the older Provinces and they will bring the people of the East and the people of the West together.

Now is the time to build this transcontinental line, and if any blame is to be attached to the Government at all, it is that they did not build it long ago.

Mr. W. F. McCreary (Selkirk).

If I go down to Montreal I can see out of the car window another train running alongside of me for quite a distance. Are you in the East any better than we in the West, that you should have railways one mile apart, and that we should be compelled to have them 50 miles apart?

The people of the West are crying out for competing railways, so that they may have competition in freight rates.

Mr. Walter Scott (W. Assiniboia.)

If the original cost of the Canadian Pacific Railway to the people of Canada had been double the amount that it was, I believe Canada still could not have afforded to have been without the road. If the original cost to the people to be entailed by the Grand Trunk Pacific Railway project now before the House were to be double what is proposed or equal to the most ridiculous estimate placed on it by hon. gentlemen opposite—and I believe the junior member for Toronto (Mr. Osler) has stood before the people of the country and stated that the total cost will be in the neighborhood of \$560,000,000—and if the road could not be procured for less money, it would still be a good proposition for the people to adopt and would pay Canada to proceed with the project. In my opinion, the first cost of a railway is a very small matter.

Western Canada has the advantage of all the experimenting that has taken place in the last thirty years in the United States, and it is not drawing too fine a picture at all to say that we will do in fifteen years what has been done in thirty years in the United States. If that is the case, it will be a very few years until the Canadian West will, as I said a moment ago, be supplying traffic sufficient to tax the capacity of every possible transportation route that can be provided.

There is not a manufacturer doing business west of Lake Superior who has not had trouble during the past two years in getting his goods into that country.

If we are not to have a government road, in my opinion, no sensible, patriotic Canadian can refuse to assent to a policy of public aid, because the alternatives are: On the one hand, continued progress and prosperity for every section of Canada and every Canadian; and on the other hand, an early check to the development now being witnessed, immigration discouraged and stopped, and some people now in and now going into the North-West Territories again on the road back to the States.

Mr. Aulay Morrison (New Westminster).

The Province of British Columbia is suffering at the present time, and unless this Grand Trunk Pacific road is extended or we have some other line to the coast, we will continue to suffer from excessive freight rates. To-day you can send farm implements or any other products to the Antipodes cheaper than you can send them to Vancouver.

All we want is some cheaper means of getting our wheat to the Pacific coast. It is absurd to say that by the Canadian Pacific Railway, great as are the advantages which it affords to the coast, you can haul wheat across the Rocky Mountains and over the grades which characterize this road in competition with the Great Northern and the Northern Pacific roads. There is no question that an impetus will be given to the exports of wheat by way of the Pacific ocean that is almost inconceivable at the present time. In addition to all the other advantages to which I have referred, we have open ports the year round; so that I am not over sanguine in expecting that within ten years the bulk of the export of grain from the Dominion of Canada, and perhaps from the American continent, will be by way of the Pacific coast and by our own Pacific ports.



